

## ATTACHMENT G Funds Factsheet

### LOCAL STREETS AND ROAD PRESERVATION PROJECTS – STBGP FUNDED

Federal Surface Transportation Block Grant Program (STBGP) funds are available for Local Streets and Roads (LSR) Rehabilitation. Each agency has a guaranteed amount available as shown in Attachment B - City Guarantee Program Formula and Share Estimates. The program's goal is preservation of the local streets and roads on federally eligible arterials and collectors. Projects are not required to be in or service a PDA. More detailed information can be found at: <http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

#### **Requirements**

- Agency must have a certified Pavement Management Program (PMP) (StreetSaver® or equivalent) updated at least once every three years (with an one-year extension allowed), and all projects must be generated by the agency's PMP. MTC is responsible for verifying the certification status. The certification status can be found at <http://tinyurl.com/jcxjng4>
- Agency fully participates in the statewide local streets and roads needs assessment survey.
- Agency provides updated information to the Highway Performance Monitoring System (HPMS) at least once every 3 years (with an one-year grace period allowed).
- Federal-aid eligible: roadway must be a public road that is not classified as a rural minor collector or local road or lower. Confirmation is required through the Highway Performance Monitoring System and attached to the application prior to award of funds.
- Pavement Rehabilitation: All pavement rehabilitation projects, including projects with pavement segments with a Pavement Condition Index (PCI) below 70, must be consistent with segments recommended for treatment in the programming cycle by the jurisdiction's PMP.
- Preventive Maintenance: Only projects where pavement segments have a PCI of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's PMP must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.
- Non-Pavement: Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements and features that bring the facility to current standards.
- Agency must provide a minimum 11.47% non-federal match. Additional matching funds are voluntary; however project sponsor should be aware that if it is included in the Caltrans finance letter, agency will be held to that reimbursement ratio.
- Bike facilities will be included in the final striping wherever feasible and consistent with local plans.
- Agencies should coordinate fiber optic cable installation and other intelligent transportation system elements in conjunction with pavement projects.

#### **Additional Information**

- No Maintenance of Effort (MOE) requirement for this program.
- Cities & County may defer claiming their share until a future cycle, subject to VTA

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discretion.

- Cities & County may use their formula share for “complete streets” elements such as adding sidewalks, bike lanes and streetscape elements.
- If an agency does not have enough Federal Aid eligible roadway rehabilitation & reconstruction work (including “complete streets elements”) to program the minimum grant, the city may choose to use its “LSR” funds for any of the project types eligible for the Complete Streets Competitive program.

### **CITY COMPLETE STREETS PROJECTS – CMAQ FUNDED**

Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds are available to local agencies for Competitive Complete Streets projects which must be located in PDAs or have proximate access to a PDA. In general, CMAQ funds may be used for new or expanded transportation projects, programs, and operations that help reduce emissions. The minimum grant request is \$500,000 for the following categories. Further CMAQ information can be found at: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

#### ***Bicycle and Pedestrian Improvements***

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities; cycle tracks; bicycle education, outreach, sharing and parking; sidewalks, ramps, pathways and pedestrian bridges; user safety and supporting facilities; and traffic signal actuation. Bicycle and pedestrian projects may be located on or off the federal-aid highway system.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and must reduce vehicle trips resulting in air pollution reductions. To meet the needs of users, hours of operation need to be reasonable and support bicycle/pedestrian needs particularly during commute periods. The current adopted BEP is located at: [www.vta.org/bep](http://www.vta.org/bep)

#### ***Community Design and Transportation (CDT)/Transportation for Livable Communities***

The purpose of Transportation for Livable Communities (TLC) projects is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, high density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the Regional Transportation Program and Sustainable Communities Strategy by investing in improvements and facilities that promote non-motorized transportation choices rather than the single-occupant vehicle.

General project categories include the following:

- Transit station improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects.
- Transit access projects connecting high density housing/jobs/mixed land use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.

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- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community.

Ineligible activities: air quality non-exempt projects (unless granted an exception by MTC staff), new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.